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HONGKONG
WEEKLY
ILLUSTRATED.

The China Mail.

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GRAND PRIZE PARIS 1900
The Highest Possible Award
**Joseph
Gillott's
PENS**
Of Highest Quality, & Having Greater
Durability, are Therefore
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The only Award Pencils, etc.

No. 18,792.

號二十月六年七零百九千一英

HONGKONG, SATURDAY, JUNE 22, 1907.

日二十月五年未丁

PRICE, \$2.00 Per Month.

Intimations.

THORNE'S OLD VAT



This VAT was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

PER DOZEN\$14.

AGENTS IN HONGKONG, CHINA AND MANILA.
A. S. WATSON & Co., Ltd.
Hongkong, May 1, 1907. 793

TAI KWONG CO., 109, Des Voeux Road Central.

GASOLINE LAMPS
AND
WELSCH MANTLES.
Hongkong, June 14, 1907. 1017

NOTICE.

FROM THE FIRST DAY OF JULY, 1907, the Business and Responsibility of the KOWLOON HOTEL will be taken over by Mr. OWEN ELLIS OWEN. All monies due to the Hotel before the 1st July, 1907, are payable to Mr. J. W. OSBORNE alone.

J. W. OSBORNE,
Hongkong, June 20, 1907. 1039

BRITISH STEAMER 'NETHERTON.'

BY ORDER OF THE UNDER-
WRITERS, the Underwritten are
prepared to receive TENDERS for the
Purchase of the above Steamer as also now
due at SINGAPORE in a Fire Damaged
Condition.
Tenders must be delivered not later than
19th July.

GILMAN & CO.,
Lloyd's Agents.
Hongkong, June 18, 1907. 1034

THE HERMITAGE.

160, QUEEN'S ROAD EAST.

BOARD AND RESIDENCE. Monthly
Boarding from \$50.00.
Good airy Rooms and liberal Table.
Miss TATAM, Proprietress.
Hongkong, June 4, 1907. 968

A. LING & Co.,
FURNITURE STORE
HAVE THIS DAY
REMOVED TO
No. 19, QUEEN'S ROAD CENTRAL.
Next to
(Kuhn and Rohrer).
Hongkong, February 1, 1907. 219

GARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND
SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: 'GARMICHAEL', HONGKONG.
A. B. G. Code, 4th Edition.
A. I. Code.
Lieber's Standard Code.
TELEPHONE 232. 18

THEATRE ROYAL. CITY HALL.

FOR A SHORT SEASON
ONLY.

THE BANDMANN COMEDY CO.,

22 LONDON ARTISTS 22

Will present the following London
Successes for the First Time
in Hongkong—

MONDAY, JUNE 24:
'DUKE OF KILLICRANKIE.'

TUESDAY, JUNE 25:
'LADY HUNTSWORTH'S
EXPERIMENT.'

WEDNESDAY, JUNE 26:
TWO LITTLE VAGABONDS.

THURSDAY, JUNE 27:
LADY WINDERMERE'S FAN.

FRIDAY, JUNE 28:
'THE PRIVATE SECRETARY.'

Doors open 8.30. Commence 9 P.M.

Plan now open at S. MOUTRIE & Co.
Hongkong, June 18, 1907. 1012

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAN, 2,383 tons, Captain H. D. Jones.
s.s. POWAN, 2,388 tons, Captain W. A. Valentine.
s.s. FATSAN, 2,267 tons, Captain O. Lloyd.
s.s. KINSAN, 1,908 tons, Captain B. Branch.
s.s. HEUNGSHAN, 1,998 tons, Captain R. D. Thomas.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.
(Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,
at 8 a.m. from Queen Street Wharf West, returning from Canton every Tuesday,
Thursday and Saturday, at 5.30 a.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain E. H. Grainger.
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and
at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions,
leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.
The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from
Hongkong at 1 p.m. from the Company's Wharf.
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE IND-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

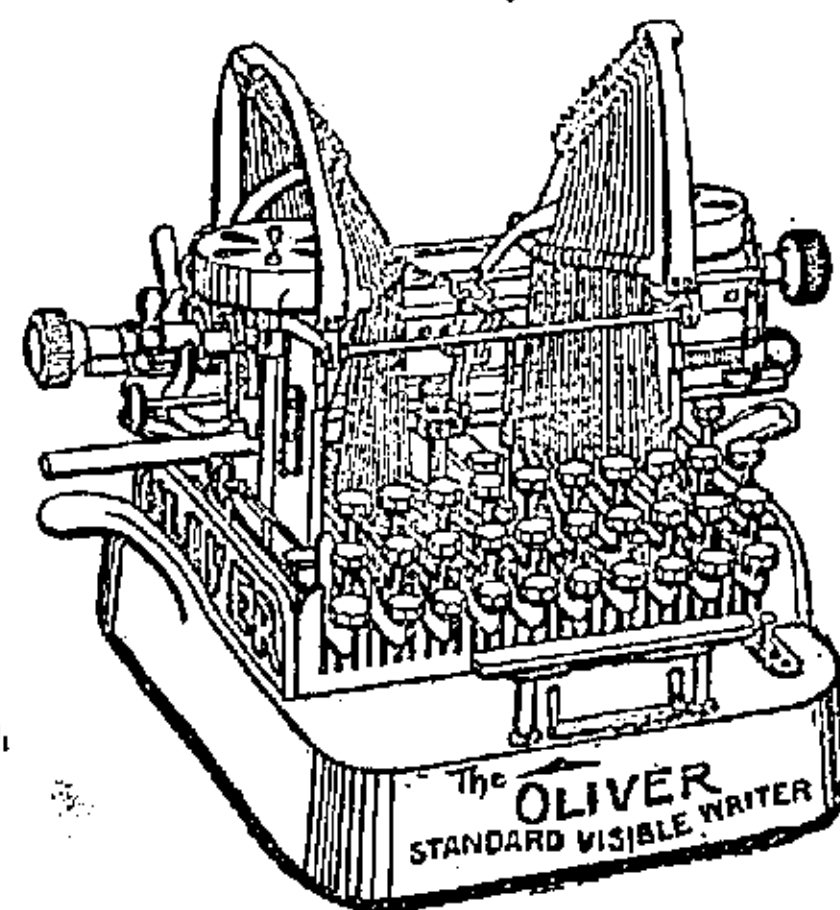
s.s. SALNAM, 588 tons, Captain J. Wilcox. (Laid up).
s.s. NANNING, 588 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

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Horse Market, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

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to take OLD TYPEWRITERS of any make or condition in part
payment for OLIVERS. This is an opportunity to have your
Office up-to-date.

No. 1, Prince's Buildings.

Hongkong, June 11, 1907. 1005

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FOR SALE.

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'NEW WEEKLY'

ARE ON SALE AT THE
'China Mail' Office,
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FOR SALE.

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LANDED PROPERTY situated at
CANTON near the Hongkong, Canton and
Macao Steamboat Company's Wharf and
facing the river. The lots contain by
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Title Deeds can be seen at the Office of the
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apply to—
GOLDING & BARLOW,
Solicitors,
10, Queen's Road Central.
Hongkong, May 28, 1907. 981

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REDUCED SUMMER RATES.

For Daily and Permanent Boarders.
AIRY ROOMS, CUISINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.
FOR RATES, APPLY TO THE MANAGER.

SEE WOO TAILOR, DRAPER AND OUTFITTER.

HAS REMOVED TO new premises, 14,
QUEEN'S ROAD CENTRAL.
Hongkong, January 26, 1907. 118

LABUAN COAL.

THE LABUAN COALFIELDS COM-
PANY, LTD., are now prepared to
bunker Steamers at LABUAN, with Good
Fresh Quality LABUAN COAL, double
screened and straight from the Mines.
For further particulars, apply to—
BRADLEY & CO.,
Agents.
Telegraphic Address:—
LABOR, Labuan.
Hongkong, March 12, 1907. 471

Business Notices.

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BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.
DAGGER PACKING
BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
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SUMMER UNDERWEAR

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LIGHT ZEPHYR SHIRTS

White and Coloured.

TIES, WAISTCOATS, BELTS.

TROPICAL SWEATERS.

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LANE, CRAWFORD & CO.
Hongkong, June 17, 1907. 2040

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Parlez-Vous Français? By Kathleen Fitzgerald7
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T SING TAU.

TELEG. ADDR.: CODES A.B.C.
'STRANDHOTEL' 5TH FLOOR.

OPEN FROM

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LAWN TENNIS.

EXCELLENT CUISINE AND WINES.

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F. OSTROW, Manager.

Hongkong, March 27, 1907. 70

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SHAMEEN CANTON.

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A WORLD-WIDE REPUTATION for
over THREE-QUARTERS of a CENTURY.

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"We cannot speak too highly of it."
Pronounced by the HIGHEST MEDICAL AUTHORITIES
THE MOST WONDERFUL PURIFIER of the HUMAN BLOOD
Torpid Liver, Debility, ERUPTIONS, &c.

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In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

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NEWEST MODELS

LINEN and MUSLIN EMBROIDERED GOWNS;
ALLOVER EMBROIDERIES.

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A QUIET, COMFORTABLE, COOL and WELL-FURNISHED HOTEL for
RESIDENTS and TOURISTS.
ELECTRIC LIGHT and FANS THROUGHOUT.
Bathroom attached to each Room. Cuisine under direct European Supervision.

Terms Very Moderate.
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Apply to—
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Being in the Business center of the town is the FAVORITE HOTEL with visits
from Manila.
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TABLE UNDER DIRECT EUROPEAN SUPERVISION.
Special Terms for Families and Parties.
Apply to—
Hongkong, March 7, 1907. 429

DUTCH CIGARS

in Boxes of 50.

(MOST ENJOYABLE SMOKES FOR DAMP SEASON.)

MANILA CIGARS

IN SPLENDID CONDITION.

Badminton Smoking Mixture.

Warden Smoking Mixture. Imperial Cigarettes.

VICTORIA DISPENSARY.

MEE CHEUNG.

ART PHOTOGRAPHER.
ICE HOUSE STREET and HONGKONG HOTEL CORRIDORS.

EXCELLENT VIEWS OF
H.E. Sir MATTHEW NATHAN'S FAREWELL
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AMATEUR DEPARTMENT.
Hongkong, April 2, 1907. 1761

THE BEST ITALIAN VERMOUTH

IS FROM

Francesco, Cinzano & Co., TORINO.

Telephone No. 75


Caldbeck, Macgregor & Co.,

Wine and Spirit Merchant.

16, QUEEN'S ROAD CENTRAL.

Intimations.

LEA and PERRINS' SAUCE



Assists digestion and gives a delightful piquancy and flavour to all MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire.

By Royal Warrant to H.M. THE KING

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WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
ARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
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BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

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CONTRACTORS OF COAL to the Imperial Japanese Navy, Mint and Arsenal,
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Cereals, Manure, Rice, Opium, Jangliang, Mushrooms, Sugar, Wax, Vermicelli,
Sulphur, Hemp, Beer, Cement, Cigarettes, Matches, Paper, Hides, Leather, Bells,
Teak, and other Timber, etc.
Hongkong, April 11, 1907.

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Use it for your own and your children's hair and you will find it Preserves, Nourishes, Enriches and Restores it more effectively than anything else. Golden Colour for fair or grey hair.

Bottles, 3/6, 7/6, 10/6. Sold by Stores, Chemists, Hairdressers and.
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The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-4, open to all.

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HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.



For forty years has maintained its world-wide reputation as the Best and only safe reliable Phosphoric Cure for Weakness, Nervousness, Stomach, Liver, Kidney, and Bladder Disorders, and all the ailments of the system, caused by the deficiency of the Vital Force.

The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred ailments is immediate and permanent, all the Menses, Periods and Discharges cease to be irregular, and a healthy state is restored.

Directions for Self-Treatment of the above diseases with each Bottle.

HEALTH, STRENGTH & ENJOYMENT.

Sold in Bottles at 4s. 6d. and 12s. each, by all Chemists throughout the World.

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Intimations.

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UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Manager.

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JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
8A, QUEEN'S ROAD CENTRAL.

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WITH ALL REQUISITES.
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SOLE AGENTS.

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Typewriters repaired, cleaned, overhauled, and broken parts duplicated under expert supervision.

Old Machines Renovated. Terms Very Moderate.
SATISFACTION GUARANTEED.
BICYCLES
FOR SALE, REPAIR, EXCHANGE AND HIRE.
THE DRAGON CYCLE CO.,
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Hongkong, February 15, 1907.

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For Indigestion, Heartburn, Biliousness, Jaundice, and all Complaints of the Liver and Kidneys.
THEY ARE INVALUABLE
FOR THE USE OF FEMALES.

Manufactured only at 75, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

THERE IS NO DOUBT THAT
where Eno's 'Fruit Salt' has been taken in the earliest stages of a disease it has in innumerable instances prevented a serious illness. The effect of
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upon any disordered, sleepless, or feverish condition is simply marvellous and unsurpassed. In fact it
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CAUTION:—Examine the wrapper and see that it is marked ENO'S 'FRUIT SALT' otherwise you have the spurious form of salt—IMITATION.
Prepared only by J. C. ENO, LL.D., 'FRUIT SALT' WORKS, LONDON, E.C. Regd. by J. C. ENO'S Patent.
Sold by Chemists and Stores everywhere.

DINNEFORD'S
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.
Safest and most Effective Aperient for Regular Use.
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BLACK LEAD SOAP FOR CLEANING PLATE.
POLYBRILLIANT METAL POLISH
NEVER BECOMES DRY, HARD LIKE OTHER METAL PASTES.
JOEY & SONS LIMITED, "WELLINGTON MILLS LONDON W."

BESSHI COPPER MINE OUTBREAK.

Many Buildings Burnt Down.

Latest telegrams, reports the "Japan Gazette" of June 7, say that all the principal buildings in the mine were burnt down on the 4th and 5th, excepting the hospital, the school and labourers' quarters. The light railway was broken up to a length of five miles from the 5th to the firing of the 6th. The mine is now on the floor. Director-General Suzuki of the Mining Department of the Sumitomo family arrived at Zentsuji on the 6th and petitioned the Eleventh Division to send troops to the scene. In compliance with his petition the Zentsuji Division despatched one company of the 43rd Infantry Regiment from Tadotsu by the Kiangawa-maru the same night, ostensibly for the purpose of manœuvres. Two companies of the 22nd Infantry Regiment were also sent from Matsuyama that night. The rioters are now armed with firearms and ammunition, which they captured from the magazine of the mine destroyed by them. They have opened fire on the police and the latter retired. The rioters are threatening a massacre of the missing officials. The strikers, belonging to the southern entrance to the mine, advanced to the northern entrance on the night of the 5th, carrying torch-lights. There are signs that they are going to destroy the electric power station, which distributes electricity to all parts of the mine. It is feared that the rioters will attack Niihama, about 25 miles from the mine, where a furnace building and service residences are located. Niihama is situated on the coast of the Inland Sea, and there is a refinery at Shisaka Island off Niihama. Hundreds of workmen at the Shisaka works may also, it is feared, join the rioters on the opposite coast. Bullets fired by strikers in the mine are said to be reaching Niihama. The fire in the mine was seen from Tadotsu, far distant from the scene, on the 6th. Residents near the mine are taking refuge elsewhere.

In view of the apprehended attack on Niihama preparations are being made to stretch wire-entanglements there, while villagers are armed with bamboo spears. The Ehime-ken branch of the Red Cross Society is prepared to send a relief body to the scene. The report that the local police chief was killed is now contradicted. He is now reported to have been severely injured. It is rumoured that five other constables have been killed. Three rioters were arrested on the night of the 5th. The rioters are organized on military system. Blowing trumpets, they are moving under the leadership of a commander. They have cipher-codes and signal flags. Their movements are in perfectly good order. They have not damaged the school, hospital and houses of farmers.

It is noticeable that the present outbreak took place soon after the decision against Ashio rioters—was given at the Utsunomiya Court. The Governor of Ehime Prefecture, who has been staying in Tokyo, was to leave for his post on the 6th in connection with the disturbance at Besshi, which is under his jurisdiction. He says that miners seem to have at last joined the strikers, who were originally labourers carrying mineral products only. Should the rioters attack Niihama the Sumitomo family's property will be immediately ruined.

"A CHINESE DEVIL."

Worshipped in Sydney.

Thus the "Australian Star" of May 14: A very large turtle, known in some quarters as the "Chinese Devil," which was caught in the vicinity of Botany Heads on Saturday last, caused quite a flutter amongst a certain section of the local Chinese, who worship it. The fish, which was over 8ft. in length, and which weighed over half a ton, was taken to the fish markets, but was almost immediately purchased by the Celestials, who removed it to a lane off Castle-street. It was there guarded jealously and during the evening a religious ceremony was held over it. As the fish can live out of water a great length of time, it was taken to Bondi on Sunday. It was placed in the ocean to "return to China, with all their bad luck."

EUROPEAN AGENCY

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Commission 2 1/2% to 5%.
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Original Invoices supplied.
Special Quotations on Demand.
Sample Cases from 210 upwards.
Consignment of Produce Sold on Account.
WILLIAM WILSON & SONS,
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Cable Address: "ANNULAIR, LONDON."

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—
Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to our Office at 5, Windham Street, not later than 11 a.m. Now Advertisements should be sent to our Office at 8, Queen's Road Central before 3 p.m.

THE CHINA MAIL, LD.

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKYO.

Cable Address: "IWASAKI"
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PUBLIC AUCTION.

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DOUBLE BRASS MOUNTED BEDSTEAD, FINE TEAK WARDROBE with BEVELLED GLASS DOORS, MARBLE TOP WARDROBES, TOILET TABLE, &c., &c.
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CANADA AND THE PACIFIC.

Serious Rival to Japan.

Of course Canadians are not nearly so smart as the people of the United States, remarks the "Canadian Courier" (Toronto). The latter are the greatest race since Adam. They have everything that is "the greatest in the world." Nevertheless, it looks as if Canada and Japan would soon control the major portion of the trade on the Pacific Ocean.

The Japanese are handling more and more of the trade between the United States and the Orient. They are now carrying western wheat from Portland, Oregon, to Japan at one-third less than the merchant vessels of the United States can carry it. They are good sailors; their wages are low; their Government encourages them. Mr. Hill's three million dollar Dakota is on the rocks near Yokohama, and Mr. Hill announces that she will not be replaced. The Dakota and the Minnesota were to win the supremacy of the Pacific. The Japanese have won another battle.

The Oceanic Steamship Company announces that it is to relinquish its service between San Francisco and New Zealand. This will leave the Canadian Pacific Line to Australia the only direct connection between the western coast of North America and Australia. Australia and New Zealand apparently prefer the C.P.R. Line, and their postal subsidies will go to it. Great Britain will probably support this all-British route to its most distant colony. Canada's aid is not in doubt. Freight and express traffic from California and other western points will now go up to Vancouver and Victoria, and there be transhipped for Honolulu, Fiji and Australia.

The C.P.R. steamers from Vancouver to Yokohama do not seem to suffer much from Japanese competition, though they may later. At present, these vessels are in receipt of considerable British subsidies, and carry part of the British mail to the Orient that once went entirely by the Suez Canal. With improvements on the Atlantic, on their trans-continental line, and on the Pacific, the C.P.R. will increase its London-Yokohama carrying trade. Canada's shipments are also increasing greatly. The trade with China, Japan, and Australia will take wonderful strides with the settlement of the West.

This summary shows that, given equal terms, the Canadians are not one whit less enterprising or capable than the United States transportation experts. Canadians need not fear the struggle for supremacy on the Pacific. The speculative and extravagant habits of the United States financiers unite them for long, keen struggles. Canadians are persistent and patient, and they are the qualities which win out. Let us have confidence and be steadfast, and the future is ours.

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If you suffer from any disease due to an impure state of the blood, or to any other cause, you should test the value of Clarke's Blood Mixture, the world-famed Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, the reason of this being, undoubtedly, that it does what it professes to do—it cures skin and blood diseases permanently.

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It is a good tonic for the healthy, and for the strong.

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It is a good tonic for the sick, and for the dying.

It is a good tonic for the healthy, and for the strong.

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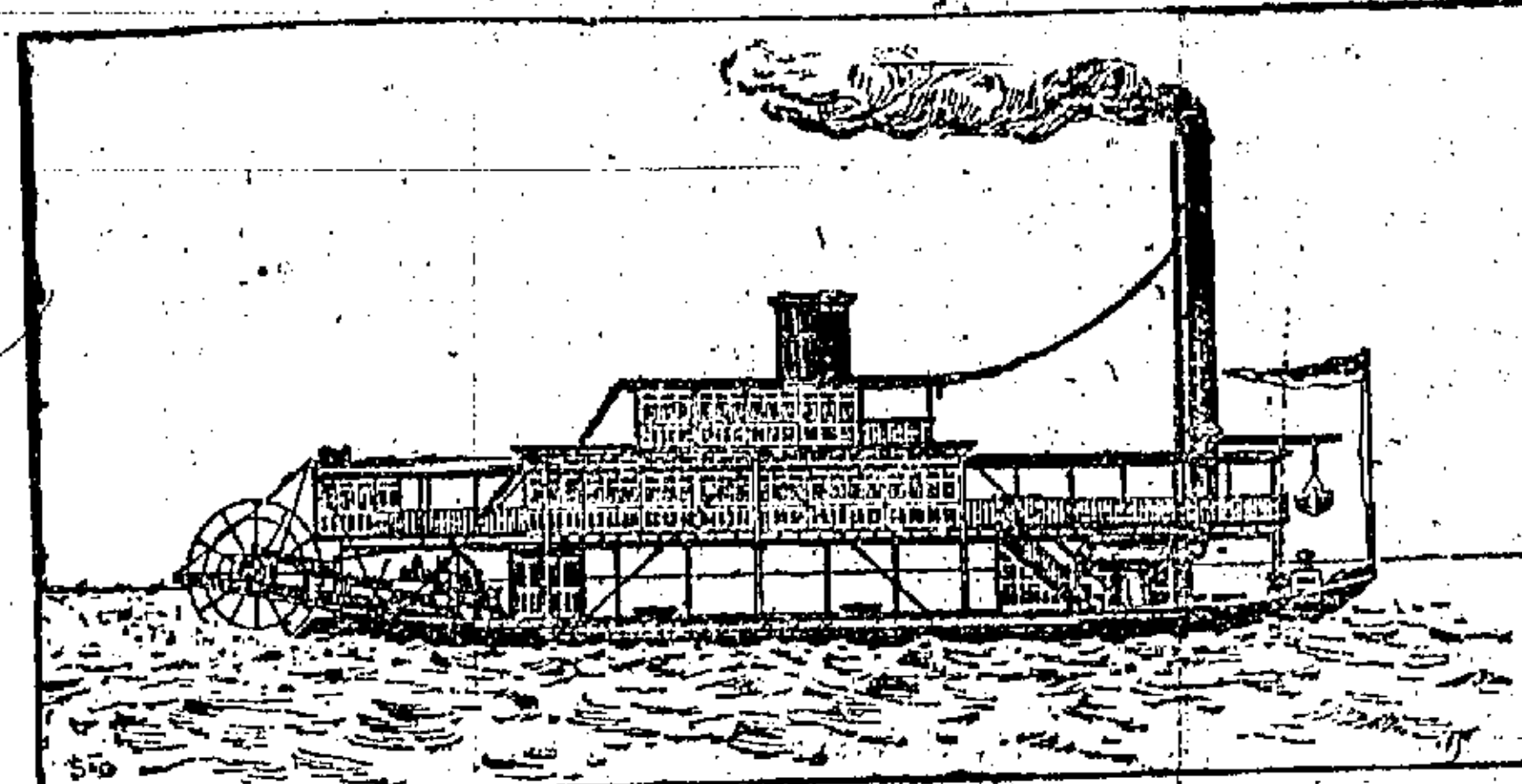
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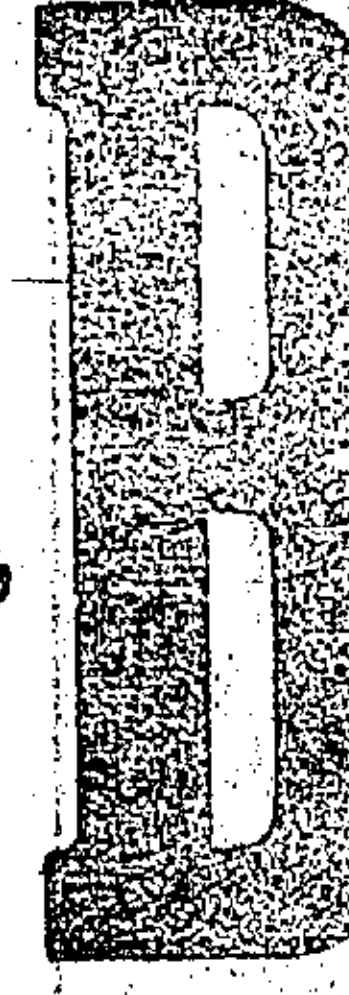


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THE CHINA MAIL, LTD., 8, Queen's Road Central.

S. MOUTRIE & Co.,
LIMITED.

THE NEW MODEL.

AERIOLA
PIANO

PLAYER

THE LATEST CREATION

OF THE

ORCHESTRELLER CO.

This perfect Model of Mechanical Genius can be heard at our Show Rooms daily.

Price \$425

FOR HIRE OR PURCHASE.

The latest Comic Opera's, Piano-forte Pieces, and Songs—always in stock.

Tuning and Repairing a

Speciality.

S. MOUTRIE & Co., Ltd.,

YORK BUILDINGS, CHATEAU ROAD.

Hongkong, April 10, 1907.

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BIRTHS.

SOARES.—On the 21st instant, at her residence, No. 6, Canal Road, the wife of Mr. F. P. de V. SOARES, of a Son.

DRAKE.—On Friday, June 14, at 30 Chaufoong Road, Shanghai, the wife of J. H. DRAKE, of a Son.

WADE.—On June 1, at Tientsin, the wife of ROWLAND H. R. WADE, Chinese Customs Service, of a Daughter.

DEATHS.

MORRIS.—On June 17, at 1 Janssen Road, Shanghai, SARAH ELLEN MORRIS, beloved wife of Alfred R. MORRIS, aged 50 years.

SORABJEE.—On Sunday night, June 17, at the General Hospital, N. SORABJEE, Manager of Messrs. Pirozalla D. Petit & Co.

MEMOS. FOR MONDAY.

Amusement.

9 p.m.—Performance at City Hall.

General Memoranda.

TUESDAY, June 25.

Transfer Books of Yangtze Insurance Association, Ltd., close from this date to 25th June, inclusive.

Goods per Clew not cleared on this date subject to rent.

Goods per Puchen undelivered after this date subject to rent.

WEDNESDAY, June 26.

Goods per Carnarvonshire undelivered after this date subject to rent.

THURSDAY, June 27.

Goods per Nyanga not cleared at 4 p.m. on this date subject to rent.

Goods per Puchen undelivered after this date subject to rent.

FRIDAY, June 28.

4.30 p.m.—Meeting of Yangtze Insurance Association, Ltd., at Head Office, Shanghai.

Goods per Puchen undelivered after noon this date subject to rent.

The China Mail.

HONGKONG, SATURDAY, JUNE 22, 1907.

THE QUARRY BAY DOCK.

To-day the gigantic dock which has been constructed by Messrs Butterfield and Swire at Quarry Bay received its baptism of water. It is a singular coincidence that two of the greatest works ever entered upon at Hongkong should have arrived at the stage of completion within a week. Last Saturday the water was let into the Naval Dock, so within seven days, the two works, one Governmental the other the result of private enterprise, have practically been added to the Colony's "going concerns." We congratulate Messrs Butterfield and Swire, the constructional engineers and the community generally upon the successful conclusion of this great enterprise. It is obvious that the Colony benefits immeasurably by the multiplication of large wage-paying establishments. Indirectly every unit of the population shares in the prosperity which increases as more money is brought into the Colony. There is also a sentimental gratification in the fact that the dock has been constructed of Hongkong granite. The fact that Hongkong is the greatest shipping port in the world and is likely, according to recent statistics, to increase its lead in coming years necessitates as ample docking facilities as can be afforded. The port has been well served by the old Dock Company but there is ample room for two establishments and competition has always a healthy effect. In all probability a number of vessels which are now taken on to Japan or to Shanghai to be overhauled will take advantage of the increased facilities afforded locally. Establishments at other places may suffer but in these matters we cannot afford to be selfish. Our welfare mainly depends upon our shipping, unlike other places where natural products and manufactures comprise the chief sources of wealth. Anything that renders the port more attractive to shipping deserves commendation, hence our pleasure in announcing the successful progress of Messrs Butterfield and Swire's huge undertaking.

CHINA'S UNCERTAIN STATE.

WHEN, as now, the province of Hunan exhibits signs of the general unrest and insecurity in China it is time that those responsible for the peace and order of the empire should be alert, strong, and active. The history of that province during the past fifty years has shown that a spirit of sturdy independence characterises the Hunanese. They have fighting qualities and when trained as soldiers will be in the van among the troops that suppress or else raise rebellion. Secret societies in Hunan are reported to have wrought extensive mischief. In two districts there have been conflicts between Imperial troops and bands of revolutionaries. The latter have been scattered. It is feared, however, that they are reuniting and will move on without delay to beleaguere the capital. If the forces of disorder are strong enough to do what this will mean they are to be reckoned with before the uprising has proceeded further. It becomes increasingly evident that the security of China at the present time depends upon the rapid concerted movement of troops that can be trusted to act under their leaders to maintain the Government. Should a general uprising, in which secret society leaders and other disaffected and powerful persons, unite, be once in evidence the flocking of the masses to the standards of new chiefs who have declared against the ruling powers may parallel the period of the Taiping Rebellion—a consummation by no means to be wished. The truth is that China is not walking in the light. She sees the better way and follows the worse. When there was no impact of the West to disturb the inertia of the East so many things were possible that now cannot exist without becoming so many sources of danger. The luxury and extravagance of the Court, the debauchery and excesses of the highly placed in rank, the corruption that permeates official life and which renders the sale of official positions one of the commonplaces of Government, side by side with the misery of the downtrodden masses, the victims, in tens of thousands, of famines that devastate considerable portions of the Empire, constitute a state of things that renders revolt in the eyes of many not only permissible but praiseworthy. Certain diseases are slow to cure and certain maladies of political and national life require time for effective treatment. What friends of China long to see is a serious and earnest attempt to cope with the ills to which the State is heir.

The spectacle of China in transition affords ground for reflection. The times are full of problems. For sympathy, the problems are sufficiently perplexing to engross the best attention of the most advanced men. Occasionally, too, for amusement. Situations emerge, dicta are uttered, proposals are submitted that have in their much of the old-world spirit expressing itself with a quaintness that belongs to the hurried centuries rather than to the time of awakening and advance. Before us as we write is a native newspaper account of a patient received recently into one of the Canton hospitals, apparently a native Chinese institution with which foreigners have nothing to do and probably intended to meet a demand of the new time. The patient is described as having a curious indentation in his forehead, which presumably, owing to the want of proper treatment, has probably become pitrescent and wholly loathsome, the sufferer being in that part of his organism very much as was the Herod who is said to have been eaten by worms. Insects are said to have dropped from the wretched man's forehead and in the process they were metamorphosed, becoming ants. The writer probably reflected that his statement may have appeared none too easy of credence. He is therefore at the pains to show by reference to recognized authorities that the metamorphosis has been occasionally wild birds or even snakes. Cases of both have occurred in the records of medical practice in China. How far from her goal in some, and yet how near in other features of Western civilisation is the China of to-day, and how great is her need of wise and prudent guides in made clear by such an incident as that above referred to.

Sir John Jordan, the British Minister to Peking, has informed the Waiwup that there are certain articles in the regulations for opening Nanning-fu, Kwangsi, which need further consideration and he has suggested to the Waiwup that the Governor of Kwangsi, Chang Ming-chi, be instructed to negotiate at Nanning-fu with the British Consul at Nanning-fu.

Yuan Shih Kai has made representations to the Empress Dowager on behalf of Chou Fu, the retiring Viceroy of the Two Kwang provinces. Yuan's powerful personality interposed between the Throne and its latest representative in these provinces is by no means void of suggestion at the present juncture. Chou must not leave his post under a cloud that would darken such public career as at his advanced age might otherwise lie plain and clear before the veteran minister. That the province of Kwangtung has been on the verge of insurrection under Chou's government has been made known throughout the empire. For the causes however he cannot be held in any large measure responsible whilst to him is due the credit that that incipient rising at Chiuchan, Limohau and Yamechau were promptly and sternly suppressed. Chou succeeded in maintaining order and preserving peace where failure would have meant widespread disaster. It is desired on these grounds that the exit of Chou from Canton and his return northward shall have attached to it no stigma of disgrace, but on the contrary that he will be received in Peking with due honour, and that a position be found for the exercise of his talents and experience in a suitable sphere consonant with his dignity and his former meritorious services.

Viceroy Shun has submitted proposals for borrowing from foreign sources ten million dollars, and the Throne is said to have graciously approved. Shun's contemplated reform has secured a large measure of commendation and he is recognised in Court circles as the man to carry forward on safe lines that policy which in its ultimate issues is to place China in the desired relation to what is best for her in Western civilisation. If the highest sanction has been accorded to that part of the scheme it means a loan of \$10,000,000 repayable in 20 years from resources within the limits of the southern provinces. The fact is cogent evidence that Shun is thoroughly trusted by his august mistress. It is urged by the Viceroy that it will not be difficult to raise a loan on the security which the province can offer, and the Empress Dowager is re-minded that this course was recommended by the Viceroy during his former term of office, when permission was refused owing to the adverse attitude of certain advisers in Peking who, being out of touch with affairs in the south, could not judge aright the question on its merits. The alternatives proposed in the event of refusal to sanction the loan is that money for the needed forward movement in many directions can be rendered available by redeeming Kwangtung's military assessment for the defence of the empire and also the levy which the province has to pay as its share of the compensation to foreign powers for the Boxer movement and its consequences.

A meeting of the Sanitary Board will be held on Tuesday next.

On Wednesday evening next, at the Bello Yue Hotel, there will be a moonlight party, with Macleod's string band in attendance, from 8 to 11 p.m.

Special carriages reserved for the accommodation of foreign tourists have been constructed by the Japanese Railway Bureau, and have been tested with satisfactory results.

An American named Chester A. Davis shot and killed another American, Charles L. Pitman on June 13 at Manila. The cause was the alleged accusation of Pitman with Davis' Filipino wife. Davis was arrested.

A correspondent from Saito writes as follows:—This year our popular Commissioner of Customs (Mr. F. W. Carey) has again enjoyed the rare experience of having his birthday recognized. On the 11th the three steamers in port were dressed with flags and at night the S.S. Kongnam was prettily illuminated with Chinese coloured lanterns. Mr. Carey was presented with some beautiful satin scrolls and a jade sceptre from the gentry and merchants of the district, while the officials, including the prefect of Funing, the Santa Ping and the Ningde Magistrate, presented him with a fine eight-leaved longevity screen, suitably inscribed. A high class native theatrical troupe was brought down from Foochow and complimentary performances, accompanied with the customary feasting, was given for three evenings in succession.

LOCAL AND COAST NEWS.

The German Mail of the 22nd June was delivered in London on the 21st June.

It is decided to build a railway between Gensan (Won San) and Chinnampo, in Korea.

The line between Tairen and Kinchow of the South Manchurian Railway is to have a double track.

The "Government Gazette" contains a proclamation by His Excellency Mr. F. H. May consenting to the increase of the capital of the Hongkong and Shanghai Banking Corporation to \$15,000,000.

Recently there have been large amounts of antimony exported from Hunan to Hankow. A telegram from Hankow says that foreign merchants intend to regulate the price of antimony by not buying for three months from Hunan. The Bureau of Mines in Hunan has decided not to sell any antimony during the 6th moon.

Hotel Licenses.

A meeting of Justices of the Peace will be held at the Magistrate's Court at 2.15 p.m., to consider two applications regarding transfer of licenses—in respect to the Hongkong Hotel and Kowloon Hotel.

Canton Railway.

Viceroy Tsen Chun-hsun has asked leave to cancel the employment of Vice-Presidents Wu Ting-fong and Chang Pin-an in the railway in Canton, as they do not desire to continue their relations with the railway, and also that the Canton Railway appoint the Director-General and Associate-Director-General at the impending shareholders' meeting of the Company.

A Remarkable Memorial.

Hai Yun, a Manchu Censor, has memorialized the Waiwup recommending the establishment of an independent and purely Chinese Roman Catholic Church in China, says the "N.C. Daily News." He also suggests that a special Envoy should be sent to the Pope to request his Holiness to appoint a Papal Nuncio to reside in Peking, and that a Chinese Cardinal be appointed by the Pope to be the head of the Chinese Roman Catholic Church, who shall control all matters relating to that Church in this Empire. The ultimate object of these suggestions is the perfecting of amiable and cordial intercourse between converts and non-converts, subjects of His Imperial Majesty the Emperor.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Ho Tai Shang...	\$ 50
Tso Yum Chi...	50
Chu Sik Ue...	30
Lau Chin Tung...	25
Lai Wai Tong...	25
Lo Ping Le...	20
Lo Kit Ping...	20
Wong Sham Kiu...	20
Li Ping Shek...	20
Ue Po Shan...	20
Li Kin Tong...	20
Tso Kwai Ng...	20
Tan Tak Un...	20
Ng Li Ling...	20
Mui King Shek...	20
Tong Tso Sau...	20
Tong Chi Ngong...	20
Kwan Cho Cheng...	20

Plague in India.

The plague mortality in India for the week ended May 11 reaches the large total of 82,400 deaths, as compared with 77,216 in the previous week. Practically the whole of the increase is due to increased mortality in the Punjab, where the plague deaths have risen from 51,305 to 69,466, of which, however, about 1,100 deaths properly belong to the preceding period. In Bombay, Madras, Bengal, the United Provinces (where the total cases decreased from 19,982 to 17,057), Burma, the Central Provinces, Hyderabad State and Kashmir, the figures are all lower. The increases in Mysore State, Central India, Rajputana, and the North-West Frontier Provinces only come to 163 when added together, so broadly speaking over the whole of India, excepting the Punjab, the plague shows a diminution.

Blunders.

A well-merited rebuke is contained in the following paragraph from a Svatow letter in the "N.C. Daily News" which it is to be hoped the local journal which tried to run a "Rebellion in Kwangtung" will take to heart. It is to be hoped the Shanghai paper that published this will note that the term "dallies" includes papers which depicted the importance given to this "rising." A regrettable feature of the business is the appearance in the papers of so many wild, and almost baseless telegrams. The whole movement seemed to be so little formidable as scarcely to justify the expense of telegraphing; and yet the reputable Hongkong dailies published the wildest rumours and surmises as actual facts. It is to be hoped that this will teach them to entrust their correspondence to safe hands, and not cause needless anxiety to "the old folks at home." We have just cause of complaint against such blunders.

SUMMER DIARRHOEA IN CHILDREN.

DURING the hot weather of the summer months the first unnatural looseness of a child's bowels should have immediate attention, so as to check the disease before it becomes serious. All that is necessary is a few doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy followed by a dose of Castor oil to cleanse the system. Sold by all chemists and druggists.

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BY TELEGRAPH.

OUR NEW GOVERNOR.

On the Way Out.

(From Our Special Correspondent.)

LONDON, June 22.

Sir Frederick Lugard, K. C. M. G., C. B., etc., sailed from Liverpool yesterday, en route for Hongkong, via Canada.

Among those assembled to bid Sir Frederick farewell was Sir Matthew Nathan.

THE FRENCH RIOTS.

Soldiers Mutiny.

Barracks Burnt Down.

(From Our Special Correspondent.)

LONDON, June 22.

The situation in the south of France is decidedly grave, being considered the worst experienced since the days of the Commune.

Three regiments broke out in open mutiny but were ultimately persuaded to return to barracks.

Later on the soldiers' barracks at Montpellier were found to be ablaze.

At Lodève the mob attacked the troops stationed at the railway.

Trains are unable to reach Beziers.

After a discussion in the Chamber of Deputies a vote of confidence in the Government was passed.

[The riots seem to be confined to the province of Herault, in the South of France, for each the towns mentioned are within its borders. Montpellier is about 70 miles west of Marseilles; Lodève is 30 miles north-west of Montpellier; Beziers is about 30 miles south-west of Montpellier and approximately the same distance south of Lodève. — E. O. M.]

THE OPIUM EDICT.

Shops Closed at Shanghai.

(From Our Correspondent.)

SHANGHAI, June 22.

Most of the opium shops in the city have been closed apparently and there has been no trouble so far.

The proprietors of eighty-seven divans which had closed yesterday will receive medals.

VICEROY SHUM.

Resting at Shanghai.

(From Our Correspondent.)

SHANGHAI, June 22.

Viceroy Shum has been permitted to remain in Shanghai for ten days in order that he might receive medical attention.

Accepts Hongkong Hospitality.

This morning's telegram was received from the Private Secretary of H. E. Shum-Chun-Hien stating that the lately appointed Viceroy will break his journey at Hongkong. His Excellency has signified his acceptance of the invitation of local Chinese to attend a banquet given in his honour. No pains are to be spared to make the entertainment a complete success.

DEVELOPING PORT SWETTENHAM.

Realising the importance of Port Swettenham as a port of call for vessels of considerable tonnage, the Government have decided to introduce various schemes for the development of that town.

The wharf at Klang, which has heretofore been utilized for the purpose of landing oil, will be closed as soon as the construction of the bridge across the Klang river has been taken in hand. Oil will afterwards be landed at Port Swettenham, where it has been decided to erect a shed for the storage of that commodity. Certain parts of the foreshore at Port Swettenham are to be reclaimed, with the object of building warehouses and coal depots, and an expenditure to the extent of about \$600,000, has been sanctioned specially for that purpose. The reclamation work will be carried out under the supervision of the F. M. S. Railways Department. — "Straits Times."

ANOTHER DOCK.

A Quarry Bay Baptism.

Largest Dock in the East.

It is a remarkable coincidence that within a week Hongkong should see the baptism of two new docks. On Saturday last water was let into the new Naval Dock for the first time, and to-day a similar ceremony was performed in the case of the new dock that has for the past few years been in course of construction at Quarry Bay for Messrs Butterfield and Swire. Both signalise important industrial and political developments in the Colony, but in reality the dock that drank of the sea for the first time to-day has the greatest bearing upon the commercial status of the Colony. It is the result of private enterprise, and such a result that those concerned have every reason to be justly proud. The Quarry Bay Dock—as no doubt it will be called—has the distinct honour of being the largest in the Far East, and Messrs Donald Macdonald, M. I. C. E., and A. E. Griffin, A. M. I. C. E., chief and assistant engineers respectively, who have had the work of designing and construction in their hands from the commencement, have achieved a success in engineering which redounds to their great credit and speaks volumes for the enterprise of the firm responsible for its undertaking.

There is something that thrills in the contemplation of what the consummation of such a task as this dock means. But a few years ago a stubborn mountain, mostly of granite, dipped its nose into the sea at Quarry Bay point, and the road to Shaukiwan skirted the sea. A more unlikely place for a dock site could hardly have been chosen, but nature has not been invidious in her land distribution so far as Hongkong is concerned and she has tested the human atom to the utmost in the strenuous fight to devote what land has been vacated to the growing needs of an expanding community. But the mountain did not deter the engineers. Given the site they approached it with perhaps even greater determination than Mahomet, and with the aid of thousands of coolies it gradually moved. The old road to Shaukiwan disappeared and a new one now climbs over a shoulder of the hill at a level far below the original crest of the mountain. But the earth yielded its moiety to the permanent work. All the granite utilised in the great dock and the material used in the necessary reclamation, came from the mountain whose nose no longer dips to the sea. The configuration of the landscape has been vastly altered, and whilst 1,600,000 cubic yards of excavation may not have added to the beauty of nature it has brought to the service of man 51½ acres of land. That is the size of the area occupied by the works. Much of it has been reclaimed, but the majority is the solid bottom of the mountain. Three parts of the dock itself rest upon solid granite, and the same might also be said of the slipways, alongside the dock. Substantially stamps the whole work and gives the impression that it will stand serviceable until the crack of doom, and this being realised the engineers are to be pardoned for whatever pride might have filled their breasts when to-day they opened the sluices of a completed dock where at first they saw a stolid mountain. The gigantic transformation, the enormous developments, and the strenuous labour and anxieties which have combined to make the Quarry Bay Shipyard what it is to-day, do, when realised, touch the fibre of the being of any observer who is sensitive to the energising power of intelligence and the vital might of fixity of purpose. There is an object lesson there to be pondered over.

Of course the step that to-day marks the progress of the work is nothing like being the final one. It is merely one on the way, and it will be several months yet before the shipbuilder can take possession from the constructional engineers. A lot has been done—a lot remains to do, but what remains is comparatively easy of accomplishment.

As previously mentioned the dock, as it stands, is the largest in the Far East, and the No. 1 slipway alongside ranks as the largest in the world. The dock on the coping is 787 feet long, on the keel blocks 750. At the entrance at high water level it is 88 feet wide and 82 feet at the level of the sill. About the centre of the dock the width at the top is about 120 feet and at the bottom 83 feet 6 ins. The dock is built of cement concrete faced with granite, and is closed with a sliding caisson, which works on bearers and when the dock is open is run into a special chamber at the side of the dock.

The caisson is of steel of the "box" description, with a collapsible bridge. It weighs 400 tons, and was built by Messrs Hanna Donald and Wilson, of Paisley, and was erected under the personal supervision of Mr R. H. Donald.

Before the dock could be built a coffer dam 600 feet in length had to be constructed. This proved a work which thoroughly tested the engineers owing to the bad state of the bottom. However, they succeeded in overcoming initial difficulties and composed a dam with piles 92 feet in length. The dam consists of two rows of sheet piling with Wharfedale mud in between and it is strutted with timber at the back. On the sea side there is a depth of 32 feet of water which makes the dam one of the biggest yet built for the purpose. All of the strutting had to be done by Chinese divers under water and this in itself added considerably to the difficulty of construction. The first pile was driven in May, 1903. A year later the last pile of 1200 odd was placed in position. In 1905 the dam itself was finished. The construction of the dock commenced in August, 1902, and simultaneously the reclamation and general

excavation work was carried on. Eventually a sea wall of 3000 feet was constructed of concrete blocks of sloping bond type, these being used to allow of settlement. The concrete blocks were, of course, made on the site, where grouting machines were erected. Two Manning and Wardle twelve-inch tank locomotives conveyed the material to wherever it was wanted and these little engines will eventually be used in the permanent work of the yard. All the slips will be connected as far as possible with light railways and the handling of heavy material will be reduced to a minimum.

The pumping gear for the docks is in course of installation and when completed will be capable of emptying the dock under three hours even when no vessel is in dock. The pumps are two double parallel fifty-four inch diameter section and delivery, supplied by Allen and Co., of Bedford. These will be supplemented by a ten inch drainage pump.

Alongside of the dock on the southern side three slipways are in course of construction, the largest one being 1030 feet long and 80 feet wide, and is capable of taking a dead weight of 2,700 tons. The hauling rope for this slip is a fourteen inch steel one. The other two slips are smaller, measuring 987 feet in length, but all are so designed as to allow a ship to be brought up and the slipway removed from under. The machinery for hauling is powerful, the winding drum of the largest slip itself weighing thirty tons. It might be mentioned that the entrance to the dock and the three slipways is on the Lyceum side of the point. The sides of the slips are composed of rubble masonry but the entrance for about 100 feet is steel, giving a fair lead for ships entering.

In the yard will be included all the buildings necessary for the repair or building of ships, and they have been so designed as to make the dock not only the most compact in the East but one of the most efficient in the world.

The engineering shops and every other branch where power is needed will be connected with the power house, which will supply electricity.

The dynamics will be driven by gas engines of the Cockerill patent, built by Richardson's Westgarth and Co., of Middlesbrough. Two are of 600 horse power and two of 1000 horse power. These engines are being coupled direct to the generators made by Messrs Dick Kerr and Co. The power house is situated on the south side of the site and at the rear of the dock and slipways.

There will be very little coal used in the works. Gas will be generated and supplied to the furnaces and dynamos by three double-sheet Mond Gas Producers built by the Power Gas Corporation, Limited, and capable of generating gas equal to 4,000 horse power, 3000 of which will be used for power in the yard and 1,000 for the furnaces, etc. The electrical portion of the work is in the hands of Mr W. G. Clarke, A.M.I.E.E.

On the northern side of the site, that is near the sea wall, a large shears, capable of lifting 100 tons at the rate of five feet per minute and thirty tons at the rate of fifteen feet, will be erected. An independent light purchase gear will be available to lift ten tons at the rate of forty feet per minute. The shears which has a large radius of action, will be supplied by Messrs George Russell and Company, of Motherwell.

At a later date building slips for three ships will also be erected.

About noon the water was turned into the dock from two sluices, and cheers having been given, a few visitors interested in engineering proceeded into the new offices, which, by the way, are substantial well-lighted brick buildings, where they drank success to the dock and the engineers.

The toast of the dock was submitted by Mr Donald Macdonald, and that of the engineers was proposed by Mr A. J. Williams, Chief Engineer of Messrs Pritchard, Lowther and Company, who, on the previous Saturday, celebrated the baptism of the dock which he has had under construction for the Admiralty. Mr Williams, in felicitous and well-considered remarks, congratulated the engineers on the work of the engineers and the enterprise of the firm of Messrs Butterfield and Swire. Both Mr Macdonald and Mr Griffin responded, and in turn paid a tribute of praise to the staff who worked under them.

SHANTUNG DESPERADOES IN HONAN.

The desperadoes, or members of the Taito Hui, (literally "Great Swords"), properly speaking "Long Swords" Society) of Tschou, the "most turbulent district of the Empire," who, it will be remembered were badly defeated and scattered last Spring by the disciplined troops of Viceroy Yuan Shih-kai, lent by his Excellency to the Governor of Shantung, Han, according to a Chinese dispatch, gathered ahead once more on the Shantung-Honan border. All along the frontiers, on both sides of the last province the villages and hamlets are being raided by these "Long Swords," and to such a point of exasperation have these raids brought the victims that a strongly worded complaint has gone up to Peking, with result that an Imperial Rescript has been issued to the Governors of both provinces to combine forces and suppress the desperadoes once for all. We may state that the "Long Swords" are the parent society of the notorious Boxers. — "N. C. Daily News."

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

THIS is unquestionably the most successful medicine in use for bowel complaints, and it is now the recognized standard over a large part of the civilized world. A few doses will invariably cure an ordinary attack of Colic, Cholera, or Diarrhoea. For sale by all chemists and druggists.

SIXTY-TWO YEARS AGO.

Pen for Municipal Control.

It is interesting at this particular period to know that 62 years ago the CHINA MAIL advocated municipal government in the Colony. Here is an editorial from the CHINA MAIL of that time which touches the question:—

"The advantages which the community derives from a well organised system of police are so self evident that a reasonable rate for its support is perhaps one of the few direct taxes that in civilized countries are submitted to without murmur; and we do not anticipate that even those who, like ourselves, maintain that it is a mistaken policy to overburden the youthful energies of the Colony with taxation will find much to complain of in being called upon to contribute their quota for upholding the forces requisite for the protection, health, and comfort of the community."

But though we thus concur in the preamble of the Ordinance we conceive that its enacting clauses are objectionable on two grounds.—First, in not clearly defining the power and jurisdiction of the police, a term of wide significance and which in the United Kingdom is made to include very different classes of functions. The Ordinance does not inform us whether this preventive branch of justice is to be rendered so efficient in Hongkong as to supersede the necessity for the individual tax—which the inhabitants have hitherto been compelled to submit to in maintaining private watchmen—a circumstance to which our attention is the more pointedly directed by the intimation from the chief magistrate which appeared in the "CHINA MAIL" only a fortnight ago, tendering the services of a night constable to any of the inhabitants who might consider them worth \$10 a month. It seems necessary to understand whether we are to have a police so generally effective as to supersede the necessity for private watchmen or if, besides this heavy tax we are to be called upon to contribute to the support of a force which, from the intimation alluded to, it may be inferred the authorities do not consider to be entirely efficient.

The other objection we have to the measure is that the inhabitants are not allowed a voice in fixing the rate or in determining the mode in which it is to be applied—no other limit being proposed than what may seem to the Governor, with the advice of the Executive Council sufficient for upholding or maintaining any extent of force that may be appointed. We have no doubt that with our present rulers everything will be done with the utmost economy; but that does not affect the principle against which we contend.

The right of the mercantile community to a voice in the Legislative Council has frequently been urged, not, we think, with much force of reason; for until the revenue of the Colony is sufficient to pay its expenses we do not see the principle against which we contend.

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WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 22nd at 11.50 a.m.—The barometer has risen considerably in E. Japan and fallen slightly over Luzon.

The low pressure trough now lies off the S. coast of China, and pressure is relatively high over the Yangtze valley and Japan in the North, and over the S. part of the China Sea in the South.

Fresh N.E. and E. winds and equally weather may be expected in the Formosa Channel and along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 1.23 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: N.E. and E. winds, fresh; squally, rainy.

2.—Formosa Channel: Same as No. 1.

3.—South coast of China between Hongkong and Lameck: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

SPORTING.

Rifle Shooting.

A FINE TROPHY PRESENTED.

A very handsome trophy has been presented for competition among rifle shots in the Colony by Mr Mackie, of White Horse Cellar fame. It is open for competition between teams from the Hongkong Volunteer Corps and the Volunteer Reserve Association. A joint committee meeting was held at the Volunteer Headquarters yesterday when rules governing the competition were drawn up and agreed to. The trophy has to be won three times in succession, or five times in all, to become the absolute property of any team. It is now on view at Messrs Lane, Crawford and Company, the agents for the White Horse Cellar.

This competition should be a close one and interesting matches should follow.

THE SOUTH MANCHURIA RAILWAY.

Big Contracts in America.

A message from New York last month confirms the report recently published that Japan was ordering large quantities of railway material in the United States. The dispatch says:—"America's industrial invasion of the Far East is now in full swing, and Japan is pouring a golden stream into the United States for steel rails, cars and locomotives. Twelve million dollars already have been expended in this country for railroad supplies to be used in the construction of the South Manchurian Railway, and it is learned that contracts involving millions of dollars are pending. Deliveries of rails are being made, and for the next three months steamships chartered by Japan will ply across the Pacific bearing cargoes of iron. Manchuria will be stripped with American steel rails from Duluth to Mukden, and the traveller will ride in cars of American manufacture drawn by American locomotives. Thousands of dollars have been spent in premiums to our manufacturers for quick delivery, for the Japanese insist that these railroads must be built and in full operation within two years."

SHARE REPORT.

In their weekly share report, dated 21st June, Messrs Vernon and Smyth state:—"The little report reported in our last circular has not been fully manifested, and although a fair business has been transacted during the week rates have declined, and in most stocks sellers rule the market at time of closing. Exchange on London T/T 2½, on Shanghai 7½."

2½.—Hongkong and Shanghai have changed hands in small odd lots at 8880, but at time of closing shares are obtainable at 8875 and it is probable that a slightly lower rate would be accepted. Nationals unchanged, and without business. The London rate for Hongkong and Shanghai remains at 238.

Marine Insurance.—We have no business to report under this heading. Canton has declined to 82½, with sellers, and Yangtze at 82, in the place of buyers at quotation, close with sellers.

Fire Insurance.—Hongkong remains unchanged and without business. China after small sales at 85, close with a small demand at 86.

Shipping.—Hongkong, Canton and Macao have changed hands in small lots at 24½, closing with buyers at that and with sellers at 24. Dampier has improved to 40 after further sales at 41. Indos have been negotiated at 70, and Shell Transport at 47s. Star Ferries continue neglected at quotations.

Refineries.—China Sugars remain entirely neglected, and even at the reduced rate of 105, and 106, and 107, and 108, and 109, and 110, and 111, and 112, and 113, and 114, and 115, and 116, and 117, and 118, and 119, and 120, and 121, and 122, and 123, and 124, and 125, and 126, and 127, and 128, and 129, and 130, and 131, and 132, and 133, and 134, and 135, and 136, and 137, and 138, and 139, and 140, and 141, and 142, and 143, and 144, and 145, and 146, and 147, and 148, and 149, and 150, and 151, and 152, and 153, and 154, and 155, and 156, and 157, and 158, and 159, and 160, and 161, and 162, and 163, and 164, and 165, and 166, and 167, and 168, and 169, and 170, and 171, and 172, and 173, and 174, and 175, and 176, and 177, and 178, and 179, and 180, and 181, and 182, and 183, and 184, and 185, and 186, and 187, and 188, and 189, and 190, and 191, and 192, and 193, and 194, and 195, and 196, and 197, and 198, and 199, and 200, and 201, and 202, and 203, and 204, and 205, and 206, 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Shipping.

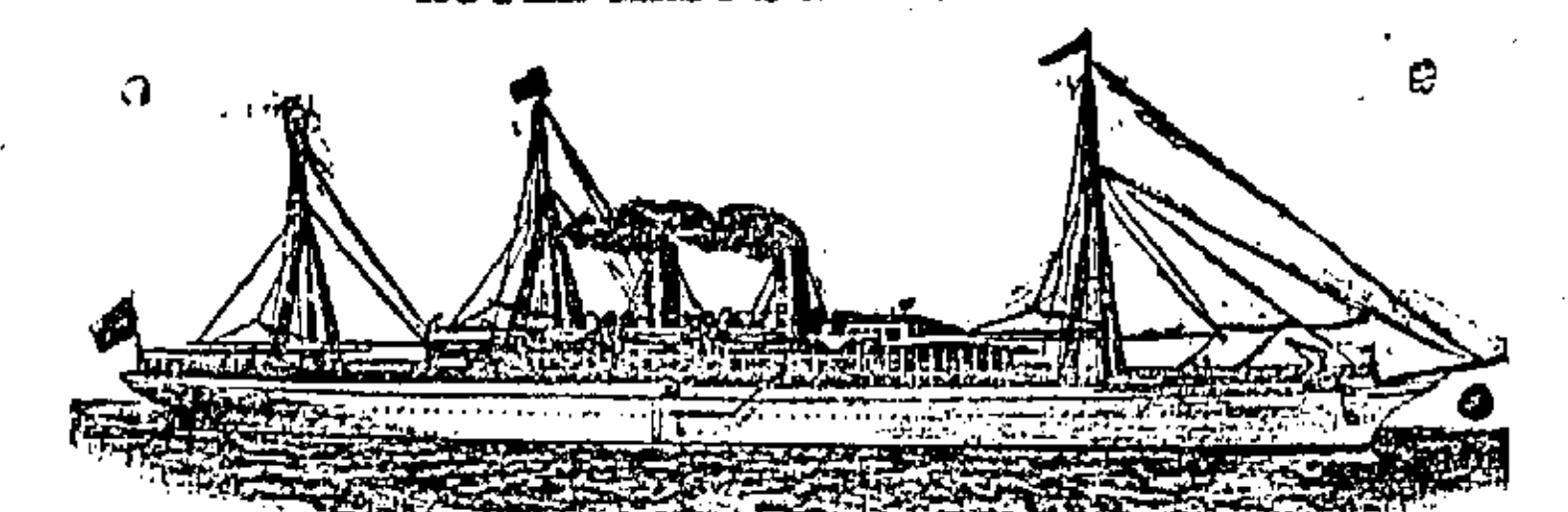
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

PORTS	VESSELS	TO SAIL ON	REMARKS
SHANGHAI	CHINA	About 27th	Freight and Passage.
MARSHALLS & LONDON	DEVANHA	Noon, 29th	Freight and Passage.
SINGAPORE, COLOMBO & BOMBAY	SOCOTRA	About 29th	Freight only.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SIMLA	About 5th	Freight and Passage.
LONDON & ANTWERP	SYRIA	About 17th	Freight and Passage.

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY - SPEED - PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMPERESS LINE'. Sailing 5 to 10 Days OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

Proposed Sailings.	(Subject to Alteration.)
R.M.S. EMPIRESS OF CHINA	6000 Tons
ATHENIAN	3800 Tons
EMPERESS OF INDIA	6000 Tons
MONTEAGLE	6100 Tons
EMPERESS OF JAPAN	6000 Tons
TARTAR	4425 Tons

THE JUKOKEST route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPERESS' Steamships, 14,000 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

R.M.S. MONTEAGLE, TARTAR and ATHENIAN carry INTERMEDIATE passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSHALLS, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HITACHI MARU, Tons 6750	WEDNESDAY, 26th, Capt. Wm. Townsend, June, at Daylight.
	KANAGAWA MARU, Tons 6169	WEDNESDAY, 10th, Capt. N. Ohno, Tons 6169, July, at Daylight.

VICTORIA, B.C., AND SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE & YOKOHAMA.	AKI MARU, Tons 6444	TUESDAY, 26th, Capt. M. Yagi, Tons 6444, June, at Daylight.
	RIONUN MARU, Tons 4816	TUESDAY, 9th, Capt. G. S. Laprak, Tons 4816, July, at Daylight.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KAWATA MARU, Tons 3817	FRIDAY, 12th, Capt. T. Harrison, Tons 3817, July, at Noon.
GENOA, LONDON, ANTWERP, VIA MANILA, SINGAPORE, COLOMBO, SUEZ AND PORT SAID.	NIKKO MARU, Tons 5559	FRIDAY, 9th, Capt. E. W. Haswell, Tons 5559, August, at Noon.
BOMBAY, VIA SINGAPORE, PENANG, MADRAS AND COLOMBO.	COLOMBO MARU, Tons 4709	SATURDAY, 6th, Capt. C. A. Lee, Tons 4709, July, a.m.
KOBE AND YOKOHAMA.	RAGOSHIMA MARU, Tons 4295	MONDAY, 1st, Capt. A. Yamashita, Tons 4295, July, p.m.
NAGASAKI, KOBE AND YOKOHAMA.	SADO MARU, Tons 6027	SATURDAY, 19th, Capt. Geo. Anderson, Tons 6027, 19th June, a.m.
	NIKKO MARU, Tons 5559	WEDNESDAY, 10th, Capt. E. W. Haswell, Tons 5559, July, at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information apply to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

28,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain O. F. AUSTIN, On WEDNESDAY, 3rd July, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connections at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, &c.

Time-Price Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of continuous cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

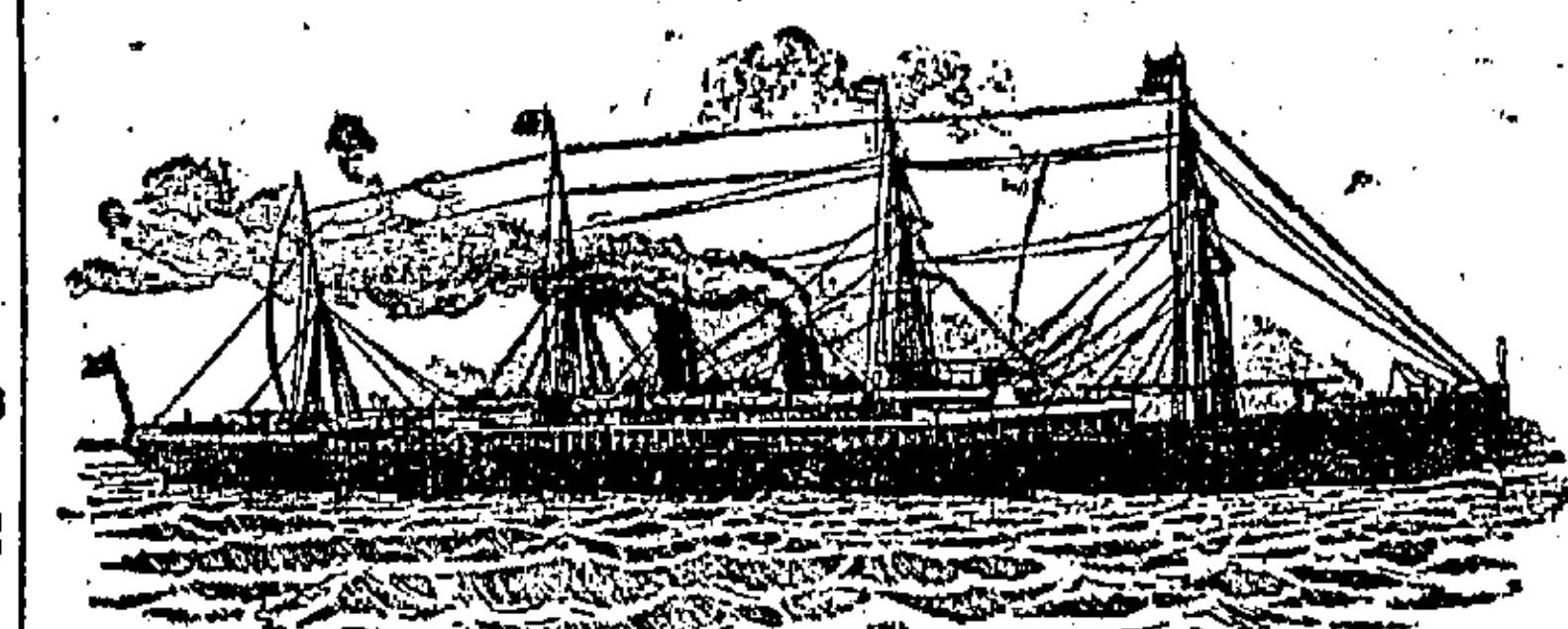
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA. U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE:



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, ON OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	Tons.	SAILING DATES.
CHINA	10,200	TUESDAY, 25th June, at Noon.
MONGOLIA	27,000	TUESDAY, 2nd July, at Noon.
NIPPON MARU	11,000	TUESDAY, 2nd July, at Noon.
DORIO	8,000	SATURDAY, 29th July, at Noon.
COPIRO	9,000	SATURDAY, 27th July, at Noon.
HONGKONG MARU	11,000	TUESDAY, 2nd July, at Noon.
KOREA	18,000	FRIDAY, 14th Aug., at Noon.
AMERICA MARU	11,000	SATURDAY, 24th Aug., at Noon.
SIBERIA	18,000	SATURDAY, 31st Aug., at Noon.

Yokohama to San Francisco, via KOBE, 18,000 tons, September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Yokohama, via SIBERIA, 18,000 tons, August 18th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-31st, 1905, 18 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE P. M. Steamship CHINA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 25th June, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO. SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KEELUNG, MOJI, KOBE & YOKOHAMA; FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	CAPTAIN.	TO SAIL ON.
NICOMEDIA	4970	G. MEITZNER	June 27, at 5 p.m.
NUMANTIA	4371	H. FELDTHAL	July 15, at Noon.
ARABIA	4493	MEITZNER	Aug. 7, at Noon.
ALBIA	5167	JOHN ERNST	Sept. 4, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD. FOR STEAMER TO SAIL

FOR	STEAMER	TO SAIL
OHIO AND TIENTSIN.	HONGKONG	June 24, at Noon.
HAIPHONG	HONGKONG	June 24, at Noon.
HOIHOW, PAKHOI & HAIPHONG	SINGAPORE	June 25, Daylight.
MANILA	TEAN	June 25, at 4 p.m.
NINGPO AND SHANGHAI	LIAN	June 26, at 4 p.m.
SWATOW AND SHANGHAI	YOHOW	June 27, at 4 p.m.
CEBU & ILOILO	SUNGKIAN	June 28, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COBORN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	CHANGSHA	July 10, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED LALON FARES, (Single and Return), To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA. Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon emship. Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	R. W. Almond	Manila	Saturday, June 29, at Noon.
ZAFIRO	2540	A. Fraser	Manila	Saturday, July 6, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK, via PORTS AND QUEZ CANAL. (With Liberty to Call at the MALABAR COAST.)

For Freight and further information, apply to

SHEWAN, TOMES & CO. General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL.
SINGAPORE, PENANG AND CALCUTTA	LAISANG	TUESDAY, June 25, at 3 p.m.
MANILA	YUENSANG	FRIDAY, June 28, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA. Hongkong to Singapore 1st-Class Single \$ 8 05 Return \$160 05. Penang " " 100 " 200. Calcutta " " 100 " 200.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chiofo, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To SAIL.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN.	ROON	WEDNESDAY, 3rd July, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.	PRINZ LUDWIG	About WEDNESDAY, 3rd July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE.	MANILA	THURSDAY, 18th July, at Noon.
KULAT AND SANDAKAN.	BORNEO	SATURDAY, 29th July, at 9 a.m.

For further Particulars, apply to

Norddeutscher Lloyd,

MELCHERS & CO.,

General Agents, Hongkong & China.

759

REGULAR STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast. Proposed SAILINGS FROM HONGKONG, FOR NEW YORK.

STEAMERS.	To SAIL.
BRAEMAR	28th June.
SAINT PATRICK	6th July.

For Freight and further information, Apply to

DODWELL & CO., LTD., Agents.

111

MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.

STEAM FOR	STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA.	BOHAY, ADEN, DIBOUTI.
EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDAN, TERANAP, AND BLACK SEA PORTS.	

THE Steamship AUSTRALIEN, Captain VEBER, will be despatched for MARSEILLES on TUESDAY, the 25th June, 1907, at 1 p.m.

This Steamship connects at Colombo with the Australian line S.S. Nera bound for MARSEILLES, via BOMBAY, and ADEN.

Passage Tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe.

Next Sailings will be as follows: S.S. SYDNEY July 9, 1907. S.S. EXETER July 23, 1907. S.S. TONIN Aug. 6, 1907. S.S. SALAZAR Aug. 20, 1907. S.S. POLYMER Sept. 3, 1907. S.S. TOURANE Sept. 17, 1907.

G. DE CHAMPEAUX, Agent.

Hongkong, June 11, 1907. 1001

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship ALDENHAM, Captain HOON, will be despatched as above on SATURDAY, the 29th June, at Noon.

This Steamship is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light. A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 4, 1907. 978

TOYO KISEN KAISHA. SOUTH AMERICAN LINE. REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).

With Option to Call at Mexico and other Coast Ports.

Steamers Tons To SAIL about KATHERINE PARK 4000 End of July. KASATO MARU 6100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, Yokohama Building, Hongkong, April 15, 1907. 915

Shipping.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS. FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship ERNEST SIMONS, Captain SIMONS, will be despatched for the above ports on or about MONDAY, the 24th June.

G. DE CHAMPEAUX, Agent.

Hongkong, June 17, 1907. 1027

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & KOCHOOW.

THE Company's Steamship HAOHING, Captain A. E. HOBBS, will be despatched for the above ports on TUESDAY, the 25th June, at Noon.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, June 21, 1907. 1044

NOTICES TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER NYANZA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 27th June, at 4 p.m., will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages, having arrived from the Godowns for examination by the Consignee or the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they will not be recognized. No claims will be admitted after the goods have left the Godowns.

R. A. HEWETT, Superintendent.

Hongkong, June 20, 1907. 1041

'SHIRE' LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON, ANTWERP & STRAITS.

THE Steamship CANNYVONSHIRE, Captain JACKSON, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, and stored at Consignee's risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th Inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th Inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, June 20, 1907. 1040

NOTICE TO CONSIGNEES.

'GLEN' LINE OF STEAMERS.

FROM LEITH, HULL, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship Glenroy having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th June, will be subject to rent.

No Fire Insurance will be effected. All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Co. within ten days after the steamer's arrival. No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.

Hongkong, June 18, 1907. 1030

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PREUSSEN

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Wednesday, the 19th of June, at 1 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th of June, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 25th of June, at 3.30 a.m.

All Claims must reach us before the 30th of June, 1907, or they will not be recognized.

